Pre-CERCLA Screening Checklist/Decision Form

This form is used in conjunction with a site map and any additional information required by the EPA Region to document completion of a Pre-CERCLA Screening (PCS). The form includes a decision on whether a site should be added to the Superfund program's active site inventory for further investigation. This checklist replaces Attachment A in the December 2016 PCS Guidance document. A current version of the PCS checklist and additional information is available at: https://www.epa.gov/superfund/pre-cercla-screening.

Region: 2 **State/Territory:** NY **Tribe:** NYN000203544 **EPA ID No. (If Available)**

Site Name: T & J Auto Salvage

Other Site Name(s):

Site Location: 2647 Stillwell Ave. (Street)

11 Congressional District | Brooklyn (City) | NY (State/Terr.) | (County) | 11223 (Zip+4) | ☐ (No Zip Available)

If no street address is available: (Township-Range) (Section)

Checklist Preparer:

Scott T. Snyder (Name / Title) 06/25/2020 (Date)

Weston Solutions, Inc. (Organization) (732) 417-5828 (Phone)

205 Campus Drive (Street) s.snyder@westonsolutions.com e-Mail

Edison (City) | NJ (State/Terr.) | (County) | 08837 (Zip+4)

Site Contact Info/Mailing Address: Owner: First American Title Insurance Company of America; Operator: T & J Auto Salvage, 2647 Stillwell Ave., Brooklyn, NY 11223, (718) 946-6200

CERCLA 105d Petition for Preliminary Assessment? No **If Yes, Petition Date (mm/dd/yyyy):**

RCRA Subtitle C Site Status: Is site in RCRA Info? No **If Yes, RCRA Info Handler ID #:**

Ownership Type: Private **Additional RCRA Info ID #(s):**

Site Type: Other **State ID #(s):**

Site Sub-Type: Product storage/distribution **Other ID #(s):**

Federal Facility? No **Federal Facility Owner:** (Make selection)

Formerly Used Defense Site (FUDS)? No

Federal Facility Docket? No **If Yes, FF Docket Listing Date (mm/dd/yyyy):**

Federal Facility Docket Reporting Mechanism: (Make selection)

Native American Interest? No **If Yes, list Tribe:**

Additional Tribe (s): (Make Selection)

Additional Tribe (s): (Make Selection)

543499

Site Description

Use this section to briefly describe site background and conditions if known or (easily) available, such as: operational history; physical setting and land use; site surface description, soils, geology and hydrogeology; source and waste characteristics; hazardous substances/contaminants of concern; historical releases, previous investigations and cleanup activities; previous regulatory actions, including permitting and enforcement actions; institutional controls; and community interest.

T & J Auto Salvage (T & J) is a supplier of used auto parts that has operated on the north bank of Coney Island Creek since 1980. The facility discharges stormwater to Coney Island Creek under National Pollutant Discharge Elimination System (NPDES) Permit No. NYR00D555, which expires in February 2023. EPA's ECHO on-line database notes the facility was cited for violations of the NPDES permit for late submittal or failure to submit Discharge Monitoring Reports (DMR) in 2017, 2018, and 2019.

Based on review of aerial imagery, the facility is comprised of an office consisting of conjoined Conex boxes, various garages, and open air sheds. Junker automobiles are stored in the northern portion of the property. The southern portion of the property appears to be used for the storage of concrete mixing trucks and large diameter concrete piping. The property is bound to the north by the Belt parkway; to the east by Metro Transit Authority (MTA) railroad

Geospatial Information

Latitude: 40.582719° **Longitude:** -73.981736°

Decimal Degree North (e.g., 38.859156) **Decimal Degree West (e.g., 77.036783)**

Provide 4 significant digits at a minimum, more if your collection method generates them.

Except for certain territories in the Pacific Ocean, all sites in U.S. states and territories are located within the northern and western hemispheres and will have a positive latitude sign and negative longitude sign. Coordinate signs displayed above are based on the State/Territory entry on page A-1. Geospatial data tips from the PCS Guidance document are available **here.**

Point Description: Select the option below that best represents the site point for future reference and to distinguish it from any nearby sites. See additional information **here.**

- ☐ Geocoded (address-matched) Site Address
- ☐ Site Entrance (approximate center of curb-cut)
- ☒ Approximate Center of Site
- ☐ Other Distinguishing Site Feature (briefly describe):

Point Collection Method: Check the method used to collect the coordinates above and enter the date of collection. See additional information **here.**

- ☐ Online Map Interpolation
- ☐ GPS (handheld, smartphone, other device or technology with accuracy range < 25 meters)
- ☐ GPS Other (accuracy range is ≥ 25 meters or unspecified)
- ☐ Address Matching: Urban
- ☐ Address Matching: Rural
- ☒ Other Method (briefly describe below):

Google Earth

Collection Date (mm/dd/yyyy): 06/25/2020

POINT-SELECTION CONSIDERATIONS

- Often the best point is a feature associated with the environmental release or that identifies the site visually.
- Use the curb cut of the entrance to the site if there is a clear primary entrance and it is a good identifier for the overall location.
- The approximate center of the site (a guess at the centroid) is useful for large-area sites or where there are no appropriate distinguishing features.
- Use the geocoded address if that is the only or best option available, but if possible use something more representative for sites larger than 50 acres.

Complete this checklist to help determine if a site should be added to the Superfund Active site inventory. See Section 3.6 of the PCS guidance for additional information.	YES	NO	Unknown
1. An initial search for the site in EPA's Superfund active, archive and non-site inventories should be performed prior to starting a PCS. Is this a new site that does not already exist in these site inventories?	☒	☐	☐
2. Is there evidence of an actual release or a potential to release?	☐	☐	☒
3. Are there possible targets that could be impacted by a release of contamination at the site?	☒	☐	☐
4. Is there documentation indicating that a target has been exposed to a hazardous substance released from the site?	☐	☐	☒
5. Is the release of a naturally occurring substance in its unaltered form, or is it altered solely through naturally occurring processes or phenomena, from a location where it is naturally found?	☐	☒	☐
6. Is the release from products which are part of the structure of, and result in exposure within, residential buildings or business or community structures?	☐	☒	☐
7. If there has been a release into a public or private drinking water supply, is it due to deterioration of the system through ordinary use?	☐	☒	☐
8. Are the hazardous substances possibly released at the site, or is the release itself, excluded from being addressed under CERCLA?	☐	☐	☒
9. Is the site being addressed under RCRA corrective action or by the Nuclear Regulatory Commission?	☐	☒	☐
10. Is another federal, state, tribe or local government environmental cleanup program other than site assessment actively involved with the site (e.g., state voluntary cleanup program)?	☐	☒	☐
11. Is there sufficient documentation or evidence that demonstrates there is no likelihood of a significant release that could cause adverse environmental or human health impacts?	☐	☒	☐
12. Are there other site-specific situations or factors that warrant further CERCLA remedial/integrated assessment or response?	☐	☒	☐

Preparer's Recommendation: ☒ **Add** site to the Superfund Active site inventory.

☐ **Do not add** site to the Superfund Active site inventory.

Please explain recommendation below:

PCS Summary and Decision Rationale

Use this section to summarize PCS findings and support the decision to add or not add the site to the Superfund active site inventory for further investigation. Information does not need to be specific but, where known, can include key factors such as source and waste characteristics (e.g., drums, contaminated soil); evidence of release or potential release; threatened targets (e.g., drinking water wells); key sampling results (if available); CERCLA eligibility; involvement of other cleanup programs; and other supporting factors. Attach additional pages as necessary.

T & J is a used auto parts and junker automobile storage facility located directly on the north bank of Coney Island Creek. A review of aerial imagery indicates that junker automobiles and scrap are stored on concrete without run-on or runoff control measures. Moderate to severe staining is evident near the facility's scale and garage area in the center of the property. The facility discharges stormwater to Coney Island Creek under a NPDES permit.

NYSDEC has inspected the facility on several occasions. Observations indicated that there have been multiple discharges of automotive waste fluids identified throughout the property and an impact to Coney Island Creek is suspected. The facility has been the subject of a joint investigation by the NNYPD and NYSDEC's DLE. In August

Scott T. Snyder, CHMM	EPA contractor	06/25/2020
Checklist Preparer Name	**Checklist Preparer Organization**	**Date**

EPA Regional Review and Pre-CERCLA Screening Decision

Add site to the Superfund active site inventory for completion of a:

- ☐ Standard/full preliminary assessment (PA)
- ☐ Abbreviated preliminary assessment (APA)
- ☒ Combined preliminary assessment/site inspection (PA/SI)
- ☐ Inegrated removal assessment and preliminary assessment
- ☐ Integrated removal assessment and combined PA/SI
- ☐ Other: _____

Do not add site to the Superfund active site inventory. Site is:

- ☐ Not a valid site or incident
- ☐ Being addressed by EPA's removal program
- ☐ Being addressed by a state cleanup program
- ☐ Being addressed by a tribal cleanup program
- ☐ Being addressed under the Resource Conservation and Recovery Act
- ☐ Being addressed by the Nuclear Regulatory Commission
- ☐ Other: _____

Optional - Print name of EPA Site Assessor making this decision: _____

EPA Regional Approval: (Enter Date and then click this box to initiate digital signature stamp)

James Desir

Date 7/24/20

Site Description

(All text as entered on page A-2)

T & J Auto Salvage (T & J) is a supplier of used auto parts that has operated on the north bank of Coney Island Creek since 1980. The facility discharges stormwater to Coney Island Creek under National Pollutant Discharge Elimination System (NPDES) Permit No. NYR00D555, which expires in February 2023. EPA's ECHO on-line database notes the facility was cited for violations of the NPDES permit for late submittal or failure to submit Discharge Monitoring Reports (DMR) in 2017, 2018, and 2019.

Based on review of aerial imagery, the facility is comprised of an office consisting of conjoined Conex boxes, various garages, and open air sheds. Junker automobiles are stored in the northern portion of the property. The southern portion of the property appears to be used for the storage of concrete mixing trucks and large diameter concrete piping. The property is bound to the north by the Belt parkway; to the east by Metro Transit Authority (MTA) railroad tracks; to the south by Coney Island Creek; and to the west by Stillwell Avenue and Coney Island Creek beyond. The facility appears to be paved with concrete. Junker automobiles are stored on the concrete without secondary containment or run-on/runoff control measures. Moderate to severe staining is evident near the facility's scale and garage area in the center of the property. An overland path to surface water cannot be discerned as a strip of trees and shrubs lines the bank of the creek obscuring a view of the ground surface.

A search of New York State environmental databases indicates that the New York State Department of Environmental Conservation (NYSDEC) has inspected the facility on several occasions. Observations indicated that there have been multiple discharges of automotive waste fluids identified throughout the property and an impact to Coney Island Creek is suspected. The facility has been the subject of a joint investigation by the New York Police Department (NYPD) and NYSDEC's Division of Law Enforcement (DLE). In August 2003, during execution of a search warrant, NYSDEC noted spills and free product on standing water. In October 2004, T & J performed a subsurface investigation at the site under NYSDEC oversight. Nineteen soil samples were collected from 17 direct-push boreholes advanced to 10 feet below ground surface. One groundwater sample was collected from each of two boreholes. The subsurface beneath the site was characterized by construction debris and ash. According to T & J's contractor's report, with the exception of one soil sample collected near where fluids are drained from engines, no contamination was detected in soil or groundwater. Xylene (23,000 parts per billion [ppb]) and ethylbenzene (3,120 ppb) were detected in soil at the one location at a depth of 0 to 1 foot in an area covered with an 8-inch-thick concrete slab. However, NYSDEC noted several deficiencies with T & J's contractor's sampling procedures, including a non-working photoionization detector (PID), samples not kept on ice in a cooler, cross-contamination of samples by sampler (field knife), and direct-push sleeves left cut open for long periods prior to sample collection. This environmental investigation did not evaluate the site's impact to Coney Island Creek.

PCS Summary and Decision Rationale

(All text as entered on page A-4)

T & J is a used auto parts and junker automobile storage facility located directly on the north bank of Coney Island Creek. A review of aerial imagery indicates that junker automobiles and scrap are stored on concrete without run-on or runoff control measures. Moderate to severe staining is evident near the facility's scale and garage area in the center of the property. The facility discharges stormwater to Coney Island Creek under a NPDES permit.

NYSDEC has inspected the facility on several occasions. Observations indicated that there have been multiple discharges of automotive waste fluids identified throughout the property and an impact to Coney Island Creek is suspected. The facility has been the subject of a joint investigation by the NNYPD and NYSDEC's DLE. In August 2003, during execution of a search warrant, NYSDEC noted spills and free product on standing water. In October 2004, T & J performed a subsurface investigation at the site under NYSDEC oversight. According to T & J's contractor's report, with the exception of one soil sample collected near where fluids are drained from engines, no contamination was detected in soil or groundwater. However, NYSDEC noted several deficiencies with T & J's contractor's sampling procedures.

Coney Island Creek is utilized for a variety of recreational activities, including boating and birding. Four city parks are located adjacent to the western portion of the creek near the mouth at Gravesend Bay, with a combined 1.1 miles of shoreline of varying accessibility. Although not an officially sanctioned use of the creek, primary contact in the form of swimming and baptisms have been reported along the sandy southwestern shoreline of the creek near Gravesend Bay. Although the presence of chemical and biological contamination in the creek is well known, Coney Island Creek is fished for human consumption. Species of fish caught for consumption include mullet, porgy, striped bass, fluke, and bluefish. There is one permanent residence situated directly on the creek shoreline, as well as multiple encampments populated by homeless people. Sensitive environments subject to potential contamination along the 15-mile surface water pathway include habitat known to be used by three Federal-designated and six State-designated threatened or endangered species, approximately 62 miles of wetland frontage, the New York-New Jersey Harbor Estuary, and the Gateway National Recreation Area.

Given the site's history of poor housekeeping and purposeful discharge of automotive fluids to the ground surface, and the resulting joint investigation by NYPD and NYSDEC DLE; the suspected impact of site operations on Coney Island Creek; the deficiencies of T & J's 2004 subsurface investigation; the lack of secondary containment and run-on/runoff control measures for on-site junker automobiles and containers; the discharge of stormwater to the creek and failure to submit timely DMRs; the detection of inorganic analytes in creek sediment during investigation of a nearby facility; and the use of Coney Island Creek for consumption fishing and recreation, the T & J Auto Salvage site is recommended to be added to the Superfund Active site inventory as a possible source of contamination to Coney Island Creek.